NEW PUBLICATIONS.

THE LORE OF ROYAL WOODLANDS, THE FORESTS OF ENGLAND—AND THE MANAGE-MENT OF THEM IN BYE-GONE TIMES. Compiled by John Choumber Brown, LL. D., formerly Government Botasist at the Cape of Good Hope, Edinburgh: Oliver & Boyd. London: Simpkin, Marchall & Co. 1883. pp. xiv. 263.

"Forests," saith Sir William Blackstone, "are waste grounds belonging to the King, replenished with all manner of chase or venery, which are under the King's protection for the sake of his recreation and delight." The idea of woodland is only incidentally connected with what is technically and legally a forest to-day, and what was a forest in colloquial phrase for centuries of English history. Forests were possible in which there were no woods, and many were the broad stretches of woodland-"wildernesses thick set with trees," as William of Malmsbury called them-which were yet no forests. The title of the Crown officers who now are charged with the administration of the Forests of England is "Her Majesty's Commissioners of Woods and Forests." Clumps of copsewood or square miles of timber trees, whether belonging to sovereign or subject, are woods. The Royal hunting grounds alone are forests. In Manwood's "Treatise of the Laws of the Forest and of the Purheu," published in 1598, it is thus laid down: "A forest is a certain territory of wooddy grounds and fruitful pastures, priviledged for wild beastes and foules of forrest, chase and warren, to rest and abide in, in the great game," said the Saxon chronicle, the safe protection of the King for "as if he had been their father." It may be added the safe protection of the King for his princely delight and pleasure; while territoric of ground so priviledged is mesred and bounded with irremoveable meeres and boundaries, either known by matter of record or els by prescription. And also replenished with wild beastes of venerie or chase and with great coverts of vert for the succour of the said wilde beastes to have their abode in ; for the preservacion and continuance of which said place, together with the vert and venison, there are certin particular lawes, priviledges and officers belonging to the same, meete for that purpose, that are only proper unto a forrest and not to any other place." Forest economy in legal phraseology has no reference to the systematic production of fuel and timber, but to the conservation of deer and the destruction of the same in accordance with time-honored solemnities under the Game laws and upon the Royal Preserves. The "vert" mentioned above is defined by Manwood to be the arborescent vegetation of the forest, and consisted of Over-vert, or trees, Neather-vert, or shrubs, and was valued as a part of the forest solely because, of the food and shelter it furnished for the It was the game for which the forests existed. "A forest must always have beasts of venery abiding in it," affirms one authority, "and if there be neither beast of forest nor beast of chase in the same, there men may fell their woods and destroy their covers," which implies that a legally afforested hunting-ground for the king might compriss both woods and fields belonging to a subject. It appears that the sacred word "game" was

only applied to "beasts of the forest or of venery; to wit, such as make their bed during the day in covert, and in the night season betake themselves to the pleasant feeding." These were the hart, the hind, the bare, the boar and the wolf. The term "venison" was restricted to "beasts of the field or of the chase ; to wit, such as lie all the day in the field and upon the hills and mountains, where they can see and cat during the night." These were the buck. the doe, the fox, the marten and the roe. Man wood devoutly appeals to the Sacred Scriptures to justify these five distinctions among the beasts which perish. As a proof of their accuracy he adduces the language of the Psalmist: "Thou makest darkness and it is night: wherein all the beasts of the forest do ereep forth. The young hons roar after their prey and seek their meat from God. The sun ariseth, they gather themselves together and lay them down in their dens." And again, "I will take no bullock out of thy house, nor he-goats out of thy fields. For upon a thousand hills. I know all the fowls of the nountain, and the wild beasts of the field are mine." "Hereby, too," he adds, "we may gather that there were forests in the prophet David's time." The good man was greatly comforted by this irrefutable proof of the antiquity of forests as he understood their use, and he justified the Game laws by the same convincing logic as the outgrowth of a paramount human necessity as evidenced by the practice of good men in all ages and in every land.

Hunting grounds there were and are which yet and hold a forest; and by this is it distinguished from a chase, a park, a warren or a pasture. Being forth " to drive the deer with hound and horn the highest franchise of princely pleasure,' no meaner personage than a monarch is privileged to enjoy it. It is competent for a sovereign to make grant of a forest by prescribed procedure to a subject. But by the very act it is disafforested, becomes a chase and passes from under the Forest Code, to be with all its belongings subject to common law. A park proper also contains beasts of the chase, but it differs from a chase in that it must be enclosed by pale, wall or hedge. It must be a royal grant and is only erected with license under the broad seal, Vert, venison and enclosure are all essentials of a park, and the failure of one of these particularsthe sweeping away of the wood, the destruction of the deer, or a breaching of the enclosure-amounts to the total disparking of the grant. A warren is a franchise privileged by prescription or grant from the king for the keeping of beasts and fowls of the warren, which are hares and coneys, partridges, pheasants, quails, woodcock and water fowl. These animals after the Conquest were reputed royal game, and this franchise preserve them by giving the grantee exclusive privilege to hunt them on condition of protecting them from others. Some of the royal warrens were of great extent, for monarchs in the Middle Ages felt the need of spacious fields for recreation and relief from the harassing cares of State. Sir Henry Spelman, an antiquary of Queen Elizabeth's day, gives a list of seventy-five forests which had been erected for royal pleasure. Of these Merrie Sherwood, the haunt of Robin Hood, contained by a "perambulation" made in 1609 more than 95,000 acres. Epping Forest measured 60,000 acres. The Forest of Dean at one time included all of the County of Gloucester lying west of the Severn. Sixty parishes were devastated and their inhabitants driven out, according to Odericus Vitalis, by order of William the Conquerer, that he might convert this territory into the New Forest. About these vast mesnes hovered a swarm of officials of various functions and degree. Masters of the Wood, Lord Wardens and Keepers, Rangers, three pounds. There came a time at last when the Verderers, Regarders, Foresters, Agistors, Woodwards, Bow-bearers, Viewers, Riders, and many more, all connected in some way with the forest courts, or set to guard the Royal vert and venison or charged with the arrest of "caitiff prowlers."

poses of sport, and indeed the chase was something more than sport. It was at once a serious business, a devouring passion, and the theme of Romance and Song. Next to prowess in war it was the crowning ornament and accomplishment of a gentleman. The knight never rode afield without his bound behind him, nor did the lady without a faicon on her wrist. It is noted by Hallam that on the monuments of knights who died anywhere but on the field of or sowe the same with oke mast, haselfor beech, and battle, a greybound usually lies at their feet, while carved falcons decorate the tombs of ladies. It was natural that the clergy should consider it their duty to pursue with diligence this ennobling diversion, and as a matter of fact these holy men became famous hunters. For every Robin Hood and Little John there was a Friar Tuck. The Third Council of Lateran in 1180 forbade bishops on their ecclestastical journeys to have more than forty or fifty horses in their train-this restriction being intended to hold the sport within reasonable bounds on But a century or so later saw an Archbishop of York hunting his way from parish to parish with a pack of hounds and a train of 200 persons who were entertained at the expense the abbeys. The monks soberly alleged that they hunted game because the flesh was good into the forest laws during this period. As early as

All this made an elaborate and expensive ma-

chinery to be kept in easy working order for pur-

manors might have urged that they had no other than salted meat in the winter time, so that fresh venison, though of the leanest, was more than a luxury. Domestic animals there were, but ag yet the tame grasses had not been cultivated and good fodder was not preserved in quantities to feed the summer stock through the winter, and therefore a large fraction of the increase of herds and flocks was slaughtered and the meat pickled when frost came. In this circumstance Hallam finds some excuse for the rigor of the game-laws-inasmuch as the beasts of chase were protected for something beyond mere sport.

It requires an exuberant charity, however, to be lieve that the appetite for fresh meat was responsible to any serious extent for these enactments. From the days of Canute to those of Henry III. a king could take possession of any tract of country and erect a forest there, after which it was death to kill a deer or boar therein. In some cases the murder of a plover was a capital crime. The wretch who drew bow upon a stag was tied to the animal alive. The loss of eyes and still more grievous mutilation was the punishment for killing royal bird or beast in the time of Richard I., and if one should chase a deer until it panted, the lowest penalty was a fine of 10 shillings-an enormous sum in those days. It is not known that William the Conquerer urged the fresh-meat plea to justify his severities. The people believed "He loved that he enjoyed the chase, that the English game laws of to-day, while less severe, are equally unreasonable and absurd, and no one pleads mextenuation of their injustice that Windsor Castle depends for its supply of fresh meat at any season upon the game in the Park. These laws have always been felt as a grievous burden, and in all times have been the subject of remonstrance and complaint. It was the universal belief of the people that God would make New Forest the death ground of some of the Norman King's descendants as a reward for his crimes and cruelties in forming this hunting ground. Holinshed voiced this feeling when he wrote: "The People sore bewailed their distress and greatlie lamented that they must leave house and home to the use of savage beasts: which cracitie not onely mortall men living here on earth, but also the Earth itself, might seeme to detest as by a wonderful synification it seemed to declare by the shaking and roaring of the same, which chanced about the fourteenth year of his reign as writers have recorded." The first of the Conqueror's blood to perish there was Richard, nis second son, who was goted to death by a stag as he was hunting. The next was William Rufus. Of this last misadventure another old chronicle gives the following account: "William Rous, that was William Bastard's son, who made the New Forest and east down and destroyed twenty-six towns and eighty houses of religion, all for to make his forest longer and broader, became wondrous glad and proud of his wood and of his forest and of the wild beasts that were therein; but so it befel that one of the Knights, that Knight Walter Tyrrell, would have shot at an hart, but his arrow glanced upon a branch and through insaveture smote the King to the heart, and so he fell down

Under favorable skies and careful nurture the game in these old-time forests was plentiful beyond question. Perhaps some of the present species were introduced after the Roman Conquest, but as early as the time of the Confessor, one charter makes this enumeration :

Hart and hind, doe and buck, Hare and fox, cat and brock; Wild fowl with his flock,

Partridge, pheasant, hen and cock. Woodcock and snipe must have been found in early times when the island was a more suitable habitation for them than it it has been since. The heron circled above the shady pools and the bittern, whose boom is no longer heard, has left a memorial of her presence in the local name of Bitterne. The wolf was nearly exterminated as early as the time every beast of the forest is mine, and the cattle of King Edgar in the tenth century, but his memory is perpetuated in the name of the forest of Woolmer (Walvemere). The wild boar gave its name to the ferest of Bere, the the hawk to Hackwood and the badger to Brackenhurst. Names like those, common through rural England, testify to abounding animal life as well as the prevalent passion for sports of the field. In 1787 New Forest had become so overstocked with stag and fallow deer that 300 of them perished in a single "walk" and 500 red deer were driven before Queen Aane when she was on the Royal progare not forests, for the sovereign alone can make ress across the forest of Woolmer. From the days of the Saxon Kings no English monarch ever rod without finding royal game. James I. was th last hunting and hawking monarch, but there is record of one celebrated Royal chase on a later day in Sherwood Forest "where, after all the merry meetings that had gone before, Charles L. was him-

The woods of Great Britain when compared with our own are not rich in tree species, but the Romans found the island largely covered with heavy forest growth. The chase had few attractions for the invaders and the idea of establishing game preserves never entered their minds. Tim ber for their galleys they needed, and English oak supplied it. No doubt, too, large areas of woodland were cut over because they furnished hidingplaces and rallying-points from which bands of Brit ons would attack the Roman camps. In later times English monarchs swept away large tracts of wood for the shelter they gave to bands of maranders. It was expressly enjoined upon the Duke of Medina Sidonia, when he landed, that he should not leave a tree standing in the Forest of Dean. The little accident which happened to the Armada interfered with this purpose, but the incident is suggestive as showing how woodlands suffer in times of violence. The Romans burned quantities of wood in smelting iron, and this practice made havoc in the timber for centuries to come. The browsing deer in the preserves and the domestic animals of commoners and borderers, with rights of forest and woodland pasturage, can be counted as another destructive force. The vast droves of hegs which fed upon the oak and beech mast did little damage, for they probably were efficient planters of nuts and acorns. Some idea of the abundance of this forest pork is gained when it is known that the value of a woodland was often estimated by the number of swine it would support rather than by the feet of timber or cords of fuel it would yield. There was a time when the hog was utilized as a unit of measurement in estimating the book that he who felled a tree under the shadow of which thirty hogs could stand should be mulcted devastation of the woods gave alarm to thoughtful Englishmen. As early as the sixteenth century it is written in Holmshed's Chronicles, "Howbert thus much I dare affirme, that if woods go so fast to | if he would! decare in the next hundred yeere of grace as they have done and are like to do in this, it is to be feared that the fennie bote, broome, turfe, heath firze, brakes, whinnes, ling, bassacks, flags, straw sedge, reed, rush, and also seacole, will be good merchandise for fuel in the city of London." he adds that he wishes that he might live to see as one reform "that every man in whatsoever part of the champaine soile enjoieth fortie acres of land and upwards, either by free deed, copie hold or fee farm, might plant one acre of wood

From this time on the woodlands in the forests and elsewhere were seen to have a value beyond their use as game coverts. The proprietors of the "voracious works" which devoured the wood in iron smelting began to be looked upon as public enemies until at last a method of using coal was discovered and England was saved from the threatened danger which has actually befallen the once richly wooded districts in the Ural Mountains. Evelyn's "Sylva" appeared in 1664 and contributed much to the extension of arboriculture at a time when the importance of preserving a timber supply for the Navy was occupying the attention of statesmen. It is interesting to note the change [which gradually erept

sufficient provision be made that it may be cher-

m their libraries. The lords of forests and of preserving timber which begins: "The King, our sovereign, perceiving and right well knowing the great decay of timber and wood universally within the realm of England, and that unless a speedy remedy in that behalf be provided there is a great and manifest likelihood of scarcity as well for building houses and ships as for firewood," and the act goes on to limit the size of timber cut, to prescribe the number of "standrells or store oaks" to be left standing on each acre felled, and to provide for inclosing young wood against browsing animals. Many acts of 'like import and for the establishment of "nurseries for timber" were passed in the reigns of Elizabeth, James I., Charles II, and William III. Chapter 17 of the 9th of Ann is to preserve "the white and other pine growing in Her Majesty's colonies of New-Hampshire, Massachusetts Bay and Province of Maine, Rhode Island, Providence Plantations, the New Narragansett Country, Connecticut in New-England, New-York and New-Jersey." This act, however, was repealed in the reign of the first George, five years after it was made a felony to set fire to woods maliciously.

These laws could cheek, but they did not avail to prevent, slow but steady encroachment upon the old forest woodlands as population increased. Nevertheless many noble trees remain to day as famous as the Shire Oak in Sherwood Forest, under whose branches, according to Everyn, a squadron of 230

iorse could stand. From the time of Henry VIII, many " perambulations" of forest woodiand included a careful census of the timber, giving the number of sound and decayed trees and an estimate of the timber. Interesting accounts of the amount of timber and fuel gathered are rendered, and it often appears that the legal protectors of the woods were wise after their generation and enjoyed rich perquisites. The Hangers often claimed as their own the "lop and top after the timber had been felled for the Royal Navies-and not rarely the yield of "lop and top" was uncommonly liberal when compared with the amount of ship timber. Whenever the Ranger chanced to be a lady, as was often the case, this thrifty management appeared to be the rule. Mrs. Ruperta Home and Lady Hillsborough, who at different periods enjoyed the Rangership of the Forest of Woolmer, displayed such enterprise as timber merchants that the Royal Commission felt called upon to investigate the matter. As late as 1711 the Duchess of Marlborough was Ranger of Windsor rorest, and it is not supposed that she suffered in purse, although complaining that " all she got was a few Welsh knuts and the grazing of some cows." What with the greed of keepers, the gennine needs of a thickering population, and many other causes, these old-time woodlands have sadly dwindled in area. of the forests named in Sir Henry Spelman's list many are totally exterminated and of others but meagre remnants survive forests in five counties alone, and in the greater part of them not a tree is standing and in many not a shrub. Great stretches of woodland in Lancashire, where, as the phrase went, "a squirrel could run for miles without touching the ground," are now completely swept away before the steam engine and power-loom. The monuments of these ex tinet woodlands are scattered all over England in the names of places which prove by their etymology that the woods about them were once of sufficient importance to give them a designation. Such are all places ending in -dean, -den, -don, -ham, -bolt, -hurst, -herst, -shaw, -shot, -wald, -wold, -wood, besides hundreds of others relating to particular trees, like Bucklands, i. e., Beechlands, Cressage, which is a corruption of Christ's Oak, Lindhurst, Lime or Linden Wood.

Dr. Brown's book contains in small compass much information relating to these old forests. and it is valuable for its references to sources from which much more can be gleaned. There is a sum mary of medieval forest legislation, as well of the legislation subsequent to the Charta Forcela down through the times when forests came to be considered more important for their timber yield than as game coverts. The sketch is only brought down to the end of the last century, and a promised work which is to treat of the condition of English forests during the present century and the more systematic be looked for with interest. Of forestry, as we un although a chapter on the methods of sylviculture employed in the eighteenth century and earlier would have added to the value of the book. The descriptions of some of the principal forests, chases, parks and woodlands have been compiled with some care, but the centuries are oddly jumbled together in the fragments quoted, and the lack of historical perspective makes these pictures of the past somethe reader will be entertained as he casually comes gnon allusions to places rich in legendary and histor cal associations, as when, for example, he reads in the account of Windsor Park that according to a survey of 1661 the King enjoyed a right to twelve loads of hay "to be taken yearly from the meadow called Runnymede" for the feeding of the deer.

It is a matter of regret that Dr. Brown has not een fit to discuss even casually the influence exerted ly these old forests upon English taste for landscape and landscape art. The simple elements of woods, pastures and moorland so naturally and yet so grandly disposed over a rolling and well watered country worked together to produce a kind of seen ery which under the mellowed light of the island is unmatched for dignity and repose. The constant presence of these restful prespects has been an education for centuries. If the contemplation of any class of natural objects has an effect upon character, these forest scenes have beloed to make ancere and manly men. They certainly have hosped to develop the manly taste which has ever been the charm of English poetry. That a work like Gilpin's "Forest Scenery" should have been produced a hundred years ago is a significant fact, It could then have been written nowhere in the world outside of England. Nowhere else would there have been a body of readers to whom the author of this delightful treatise could have appealed with the assurance of sympathetic apprecia tion. Such a work is only produced as the outgrowth of taste inherited through generations, untian intelligent love of nature had become an estab lished national trait.

NOTES ON BOOKS.

Two editions of "The Letters and Memorials of Jane Weish Carlyle" have been brought out by the Harpers. One is in the cheap form of the Franklin Square Library and the other is a neat library edition in boards. Each edition has Mrs. Calryle's portrait and each includes two volumes in one. The singular revelations of character in these letters will long be matter of disputation for those interested in what a brilliant critic has called Mrs. Carlyle's effort to draw warmth out of a glacier. What a biography might Mr. Froude write

George Routledge & Sons have published a con venient illustrated edition of Augustus J. C. Hare's Cities of Southern Italy and Sicily." It is like Mr. Hare's other works, a guide-book of the most careful and suggestive sort, full of details regarding people and manners, and of historical and descriptive reminiscences. A perusal of the volume, aided by maps and photographs, will almost persuade the reader that he has with his own eyes seen what Mr. Hare has described so well.

"Royal Grace and Loyal Gifts" (A. D. F. Ran dolph & Co.) is a pretty little devotional volume by the late Frances Ridley Havergal, one of the most refined and thoughtful of Christian women. It is a collection of "morning thoughts" intended to lead to a daily recognition of the Divine love and

the Divine Commandments. An excellent possession for the housewife is Helen Campbell's " Housekeeper's Year-Book," just published by Fords, Howard & Hulbert. It contains pages neatly prepared for the keeping of household accounts, together with practical suggestions as to housework and marketing, very good menus, and a department for the making of a household inventory. A reasonable woman will find it almost a luxury to keep accounts with the help of this little servant-and an approximately accurate knowledge of the multiplication table.

for the sick and the skins maeful to bind the books | the 35th of Henry Vitl. we find an act for | The cure of most bodily ills is hardly the province

of athletics, and the reader of Professor Hartelius's "Home Gymnastics"-a translation of which has just been published by Lippincott-will probably not quite agree with that writer in all his statements as to the effect of physical exercises upon disease. There is, nevertheless, so much wisdom in his advice and truth in his theories that they are well worth careful study and consideration. His directions are especially intended for the home and are accompanied by illustrations which contribute not a little to the proper understanding of the text. "Count Erbach (A. D. F. Randolph & Co.) is a re-

for one of its characters. Its purpose is excellent, but it is a singularly dull story and might better have been put into the form of an historical sketch. In a quantity illustrated volume of "Stories from English History" (T. Whittaker) Louise Creighton has provided for child-teaders a series of recitals of striking and notable events in England. The stories

ligious romance translated from the German. It

deals with the Reformation and has Martin Luther

are told with perfect simplicity yet with sufficient picturesqueness to beguile the little student to a keen and growing interest. Roberts Brothers have brought out a second volame of "Gatherings from an Artist's Portfelio" by James E. Freeman. The book is full of reminis-

cences of artist life in Rome, mingled with pleasant

description and lively anecdote. THE BERNHARDT'S MEMOIRS

From The Manchest r (Eng.) Examiner.

M.Jules Charelie announces in the Paris Temps that the memoirs of Sarah Bernhardt will be published next October. The book will be edited by M. Derenbourg, and will be entitled "Ma Vie de Theatre." All the newspapers have published biographies of Sarah Bernhardt, but the account she gives of nerself will be found far more interesting than any article which has so far appeared on the subject. Some passages are prettily written. "When I commenced to grow a girl," says Sarah Bernhardt, "my character had suddenly chaoged. I beat everybody and gotinto a furious passion whenever I was contradicted. My godfather had a consultation with my mother and M. X.—. I felt that they were discussing something about me; in fact the door opened and my mother called me saying to my governess that, being my birthday, I need study no more that day. 'Now, then, my dear girl, what are we to do with you?' said my godfather in a rude manner, 'you have to morey, and you must work to make yourself a fortune. 'Yes; what is it you are most inclined for!' asked the old triend. 'Bah' she has no wish to do anything' cried my anut, a pretty brunette, an elegant little woman, who suddenly entered the drawing-room. My mother—fair, serious-foothing, pretty, like a virgin of Raphael, but impertiment like a Madonna of Rubens—my mother bade her keep slient. I, irightened and trembling in the midst of this improvised aroonagus, kept THE BERNHARDT'S MEMOIRS bade her keep silent. I, frightened and trembling in the midst of this improvised are pages, kept properly silent. My eyes were fixed on a copy of a picture by Hamon. 'Revue de Bonheur.' All my happiness was in that picture, and I scarcued among all—the one which realized my dream, which among all—the one which realized my dream, which signified the hope of my future. I saw nothing," Madame Sarah Bernhardt here describes the picture. One of these pictures most widely reprinted: "In the middle," says Sarah Bernhardt, "stood a young mother playing with her children. I could not think of getting married. Close by a young bride, covered with flowers, was leaning her head on the breast of a young man. bride, covered with flowers, was leaning her head on the breast of a young man. An old man with outstretched hands was blessing them. This did not suit me. On the right hand, a young woman was pouring out wine to a fine-looking dark young man. I could not see what happiness all this implied. Higher up two young girls were singing and accompanying themselves on hards. This reminded me of the Convent, and Sarah Bernhardt avows that the only picture which struck her was that of a young man painting, "I was fond of drawing. I was copying in chalk a copy of Greuze's picture, the "Crinche Cassee." My pretty aunt was laughing while pointing, with her parasol, observing that one of the cyos was much higher than the other. The parasol scratched the drawing. I turned pale and felt inclined to peat her. Taking pity on me, an old friend declared that the drawing was not so bad after all, and that unquestionably I had an artistic sentiment. Let us make an actress

extraordinarity worked that M. Fiellet exchained, 'I could not do it better.' One day the roof in our Louse had broken and the plumbers had struck. I got on the roof and with a little rine made it all right again. I have often swept the chimney of my own bed-room, to prevent chimney-sweeps violating the sacredness of my room. The pavement in the Ries Tiquetonne was laid by me. M. Achille Ficart, the great contractor, told me: 'If you were not en gaged at the Vandeville, I would give you a place in my business.' In the seventh volume, Sarah Bernhardt speaking of her family, says: "My uncle on my father's side had the grace of the Apollo of Belvedere, my uncle on ny mother's side resembled Antinous, and my consus were tall, handsome, with the blue eyes, fair hair and white teeth. They were constantly set forth as types of elegance and good taste. They were all full of wit and spirit. I will say nething of myself, but I have the persuasion that I resemble my family."

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FOR SALE.—Locust Hill School property in ferms. For particular additional serious property in the ferms. For particular additions and serious for particular additional serious property in the serious property property in the serious property in the serious property in t For particulars address erms. For particulars address W. BULKELEY, Leader Office, Cleveland, Ohio.

Cenchers.

174 competent leachers, tutors, governesses, readers, singlers housekeepers are. Best advice elven to parents on choice of set ones. References, by favor: Hon. Hamilton. Fish. and ex-secretary Evarts.

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A LBANY BOATS, PEOPLE'S LINE, DIREW and ST. JOHN leave over 41. N. R., foot of Candist, every WEER DAY at 5 p. m., connecting at Aliman (Sunday morning excepted) with trains north, west and case FALL RIVER LINE,

BOSTON AND EAST.

REAPPEARAN, E of the splendid steamers BRISTOL and PROVIL ENGE. These stanch and elegant vessels are own running on this route and will remain in service until further notice.

NO INCREASE IN FARES.

Leave New york dairy sundays included at 5 p. m. from Pier 28 North liver, foot of Murrayst, connections by Annex boat from brooklyn at 4:50 p. m. Jersey, 417 4 p. m. Tekete, State Froms, &c. can be obtained at any principal hotels, transe and tleket offices, at Pier 28 N. R. and on strangers. Stramers.
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FOR RONDOUT AND KINGSTON, landing at Craiston's, (West Point) Corawall, Newburg, Mart-oro, Milton, Felkoepsie, Essens, connecting with User and beaware and Stony Clove Italicods, steamboat Essent leaves needly, Thursday, Saturday, op. in. from foot of Harrison at

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Commencing November 6, 1882, through trains will leave Grand Central Depot. 8.a. in, Western and Touthern Express to Rochester and Montreal, with drawing room cars, also to Saratoga. 40 a.m., Sjecoal Express for Chicago, daily, stopping only Albany, Syracuse, Rochester, Buffalo, Eric, Cleveland and in a. m., Chicago Express, drawing room cars to Canan-g, Rochester and Buffalo.

10 % 0.8. m., Chicago Express, drawing room cars to Canad-dai, a. Rochester and Builaio.

11 a. m., to Albany and Troy, with connection to Utica, Sara-toga, Gicae Falls, Laise George and Ruisiand.

3.30 p. m., Albany and Troy special. Saturday sonly.

4 p. m., Accommodation to Albany and Troy.

6 p. m. St. Louis Express with sleeping cars for St. Louis,
running through every day in the week; also Niagara Falis,
Buiffaio, Toledo and De roil.

6.50 p. m. Express duily, except Sunday, with sleeping cars
to syrachus and to Auburn Road: also to Saratoga and Mont-real.

— Reefile Express, Aulty, with sleeping cars

[68]

Rochester, Buffalo, Clevenau, Tokuo, Decars to Albany and Lowville.

11 p. m. Night Express, with sleeping-cars to Albany and Troy. Connects with morning trains for the West and North. Tickets on saie at No. 5 Bowling-Green. 252 and 413 Broadway, and at Westcott's Express Offices, 3 Park place and 785 and 482 Broadway, New-York, and 333 Washington-sta, Brooklyn.

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To Boston, Worcester, Nashua, Portland and the East.
The new Fron Steamer
CITY OF WORCESTER,
Without exception the most elegant bost on the Sound, and
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CITY OF NEW YORK.
leave Pier No. 40, North River, foct of Watts at, next pier
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RONDOUT AND KINGSTON LINE.—
nesday and Friday at 10 clock from fost Harrison at , maxing usual landnings and connecting with Uister & Delaware and stony Clove R. R.

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Office, Pier 18, N. R., foot of Cortlandt-st. Consignments of freight forwarded as directed to any pa of the world.

UNEQUALLED FACILITIES FOR DISPATOR. Orders received for delivery of all kinds of freight and mer chandise to any part of the city. BEA AND HARBOR TOWING AND RIVER AND HAR BOR LIGHTERAGE.

Freight of every description promptly lightered to any point

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New Haven. Care and dispatch guaranteed.

Freight for points on D., L. & W. R. ft. received at Pier 1). For New-Haven and points East at Pier 14. NORTH SHORE, STATEN ISLAND. Bleven Milest re Ten Couts, via Steamers from Iron Pier 1, E.H., feet of

UENTRAL SHIPYARD, Communicaw, N. J .- Dry Docks Machine and Boner Suopa everything appertaining sotas construction and repair of vesseis TROY BOATS—CITIZENS' LINE.—New steamers SARATOGA and CITY OF TROY leave Pler No. 44 N. B., foot of Curlatopher at daily except Saturday at 6 p. m., councecting with morning trains for all points North. Sunday steamer touches at Albary.

Steamboats and Railroads.

BALTIMORE AND OHIO RAILROAD.

Who Philaderphia Baltimore and Washington.

Trainsleave from Pennsylvania BR Depok

D. m., exceet Sunday, for Washington and all points Weet.

D. m., DALLY PAST EXPRESS, through all solving, coundars to Ohioago, Cincinnati, St. Louis, Connects for all points Weet.

West. West. So Communication and all points West For Time Tables, Tiesets, Sieseling Berths and Bargaga apply at Company's office, 315 and 21 Broadway, 333 Fulbrate, Brooking. -Station in New York, fost of L'estres. Stationia grooklyn, foot of Pulton-st., Jewell's Wharf. Commencing January 23, 1833. Leave New York 6:45 a.m.—For Flemington, Easton, Wind Gao, Manch Chank, Tamanend, Tamaqua, Hazleton, Dr. Hon, Schanler, 20, 90 a.m.—For Flemington, High Bridge Branch, Schooley's Mountain, Budd's Lake, Lake Hopatous, Easton, Albanova, Realing Harrishner.

9a m.—For Flemmaton, High Bridge Branch, Schooley's Mountain, Budd's Lake, Lake Hopatous, Easton, Allemown, Reading, Harrisburg, Hauoh Chung, Williamsport, Tamagun, Nastidoke, Upoer Lehira, Serantan, 23.

1 p. m.—For Flemmaton, Easton, Allemown, Reading, Harrisburg, Manoh Chunk, Hatston, Wilkesbarre, 22.

3-45 p. m.—For Gaston, Wind ikan, Manch Chank, Tamagun, Dritton, Wilkesbarre, Seranton, Haziston, &c.

4 p. m.—For Flemmaton, High Bridge Branch, Schooley's Mountain, Budd's Lake, Lake Hopatsone, Easton, &c.

4:30 p. m.—For Semmertile, Flemmaton, &c.

5:30 p. m.—For Easton, Allentown, Reading, Harrisburg, Mauch Chunk, Wilkesbarre, &c.

Sunday trains leave it 3:45 t. m., 12 m., for Bonni Brook and intermediate sations, at 5:30 p. m. for Easton, Allentown, Harrisburg and the West.

For Newark at 5, 4:5, 5:15, 5:45, 7:15, 7:30, 8, 2:15, 3:30, 9:15, 9:45, 10:15, 10:45, 11:15 t. m., 12 m., 12:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15, 1:15,

For trached at 5 sets, 11:45 a.m., 4.8 p.m.

NEW-JERSEY SOUTHERN RAILWAY.

STEAMER LEAVES PIER 8, N. R.

FOOT RECTOR ST.

Commencing April 18, 1883:

For Highlands, Seabright, Monunouth Beach and Long

Branch, 6, 10, 15 a. m., 4, 9, m., for Atlantic Highlands, 6, 10, 15 a. m., 4 p. m. Sunday, 10, a. m. . m.
For Ocean Grove, Asbury Park, Sea Girt, &c., 10:15 a. m.
Leave foot of Liberty-st., 8:15 a. m., 1:45, 4 p. m., for Lakerood, Manchester, Toma River, Barnegat, &c.
14:5 p. m. for Atlanta Cilv. Vineland, Bridgeton, &c.
14:5 a. m., 4 p. m. for stations to Seabright
8:15 a. m. 4:45 p. m. for stations to Sandy Hook.

NEW-YORK AND PHILADELPHIA. NEW-YORK AND PHILADELPHIA.

BOUND BROOK ROUTE.

For TRENTON and PHILAD BELPHIA.

Leave New-York from Station C. RR of N. J.

For Philadelphia, Ninth and Greenests, at 7:45, 9:40, 11:17

a.m., 1:30, 4. 4:30, 5:30, 7, 12 p. m. on sanday at 8:45 a.m., 6:30, 12 p. m. For Trind and Berkesson, at 7:45, 9:40, 11:15 a.m., 1:30, 4:30, 5:30, 7, p. m. on sanday at 8:45 a.m., For Frenton, 7:45, 9:50, 11:15 a.m., 1:30, 4, 4:30, 5:30, 7, 12 p. m. on sunday at 8:45 a.m., For Frenton, 7:45, 9:50, 11:15 a.m., 1:30, 4, 4:30, 5:30, 7, 12 p. m. on sunday, 8:45 a.m., 6:30, 12 p. m. on sunday, 8:45 a.m., 6:30, 12 p. m. for Stations Philadelphia for New York Ninth and Greenests, at 7:30, 8:30, 8:31, 11 a.m., 1:35, 8:45, 5:40, 6:45, 12 p. m. on Sunday, at 8:45 a.m., 6:45, 5:40, 6:45, 6:20, 6:03, 11:30 p. m. p. From Third and Berkessa, at 5:10, 8:20, 9:15 a.m., 8:15 p. m.

From Third and Berkessa, at 5:10, 8:20, 9:15 a.m., 8:15 p. m.

From Tienton, 1:25, 6:20, 8:03, 8:05, 10:00, 11:4 a.m., 2, 4:22, 6:24, 7:28 p. m. Sunday, 1:25, 9:15 a.m., 6:15 p. m.

PULLMAN PALACE CARS are attrached to day trains, and stelepting CoACHES to midnight trains from New-York and Philadelphia.

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Tickets for saic at foot of Liberty-8-6, Nos. 239, 261, 401, 71:kk, 9:7, 1.3:23 Broodway, and at the principolal hotels. Nos. 2, 3 and 4 Contrast, and Annex Office, Jewell's Wharf, Brooklyn, N. Y. Transfer Company will call for and check baggagg from hotels or residence to destination.

W. W. STEARNS, H. P. BALDWIN, Gen. Pass. Agent.

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NEW-YORK AND LONG BRANCH R. R. Stations in New-York (Pennsyrvania R. R., 593 Cortlands st., and Desbrosses-st.

For South Amboy, via C., 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-11, 101-For Lakewood, Toms River, Barnegat, &c., via C. R. R. of For Lakewood, 16ms Striver, Barnegat, &c., via S. N. J., 815 a. m., 143 p. m.

For Freehold, via C. R. R. of N. J., 5, 845, 1145 a. m., 4, 3
p. m. For Keyport S. 815, 1145 a. m., 145, 4, 443, 5 p. m.

For Atlantic City, Vineland, Bridgaton, &c., 145 p. m.

H. P. BALDWIN, J. B. WOOD, J. F. RANDOLPH,

G. P. A., C. R. R. of N. J. G. P. A., P. R. R. Sup't.

FRIE RAILWAY, now known as the NEW-YORK, LAKE ERIE AND WESTERN RAILROAD.

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Et a.m.—Cincinnati and Chicago Day Express. Drawingream Concentration and Suspension Bridge.

6 B. in. (Bally)—Fast St. Louis Express, arriving at Buffalo
at S. a.m., connecting with fast trains to the West and Southatternation. 6, 7:20, 7:50, 9:30, 10:20 a.m., 12 noon, 1:45 3, 5:10, 5:30, 6:10, 6:30, 7:25, 8, 10:30 p. m. and 13 sundays, 6, 8:30, 10:20 a.m., 1:45, 6:30, 12 mid-

m and 12 mbinght, Warwick, 7:50 a. m., 4:30 p. m. Newburg and Cornwall, 7:50, 9 a. m., 2:30, 4:30 p. m. San-

A thorse governesses, lecturers companions, secretaries and pushed me gently to show that my thin legs would hardly bear me. I had the appearance of a poor, sickly looking bird whom nebody would care to purchase." Some of the passages are fruly completed and sarcastic: "I was not pretty," she saws, "I resembled a little the 'Mater Dolorosa' of Velasquez. I had the thin arms of the 'Fornarina,' the indolence of Titian's Venus, the dream look of Raphael's Santa Cecilia." Sarah Eernhardt says that her embonyonal was all stolen by her friends in the press. "This explains the corpulence of M. de Sarcery." In speaking of her ability to do all things, Sarah Bernhardt says that her embonyonal was all stolen by her friends in the press. "This explains the corpulence of M. de Sarcery." In speaking of her ability to do all things, Sarah Bernhardt says: "I could do a table, style Louis XIII. as well as any cabinet maker. M. de Girardin received from me a tock and key so extraordinarily worked that M. Fightet exclaimed, 'I could do a table, style Louis XIII. as well as any cabinet maker. M. de Girardin received from me a tock and key so extraordinarily worked that M. Fightet exclaimed, 'I could do a table, style Louis XIII. as well as any cabinet maker. M. de Girardin received from me a tock and key so extraordinarily worked that M. Fightet exclaimed, 'I could do a table, style Louis XIII. as well as any cabinet maker. M. de Girardin received from me a tock and key so extraordinarily worked that M. Fightet exclaimed, 'I could do a tock and key so extraordinarily worked that M. Fightet exclaimed, 'I could do a tock and key so extraordinarily worked that M. Fightet exclaimed, 'I could do a tock and key so extraordinarily worked that M. Fightet exclaimed, 'I could do a tock and key so extraordinarily worked that M. Fightet exclaimed, 'I could do a tock and key so extraordinarily worked that M. Fightet exclaimed, 'I could do a tock and key so extraordinarily worked that M. Fightet exclaimed, 'I could do a tock and key so extrao

Trains leave for Engiewood Closter, Prermoat and Nysek 7, 850, 10 a. m., 1, 3, 4, 450, 5:30, 5:40, 5:50 p. m., 12 mit-night, Sundays, 9 a. m. and 6:45 p. m., Namuet, Spring Valley and Monsey, 7, 10 a. m., 4:50 p. m. Sundays, 9 a. m. JNO, N. AEBOTT, Gen'l Pass'r Agent, New-York.

FOR NEW-HAVEN,—Steamers leave Peck slipat 3 p. m. and 11 p. m. (Sundays excepted). 11p. m. steamer arrives in time for early trains North and East. FOR BOSTON.
THE LAFEST EVENING TRAIN,
with Pullman size pers, serves Grand Central Depot at 11:33
p. m., weed days Ger (Crease year)
NEW-YORK AND NEW-ENGLAND RAILROAD. FOR BRIDGEPORT and all points on HOU-baronic and NAUGATUCK RAILROADS-Steamers beave Catherine sity at 11:30 a.m., 3:00 p.m.; 28d-st, East River, 3:10 p.m. Fare lower than by any other routs.

EHIGH VALLEY RAILROAD. -Passenger I trains leave depots foot of Cortinuit and Desbrosses sta-trains leave depots foot of Cortinuit and Desbrosses sta-trains, and the Chank Wilkesbarre, Towanda, Waver-ve, Elmea, Geneva, Lyous, Buffaro and the West. Paliman through concluse run daily. Local trains at 5:40 p. m. for Easton, Bethelmen and Coplay. Trains leaving at 7:20 a. m., 1 and 3:40 p. m. connect for all obins in Malanoy and Hazelton coal regions. Signiar train ocal for Mauch Chunk, S.15 a. m. Leave Mauch Chunk at p. m. General Eastern Office, corner of Church and Cortlandt sta. E. B. BYING FON, G. P. A.

POPULAR SHORE LINE.

POR PROVIDENCE, BOSTON AND THE EAST,
ALG BAIL PROM GRAND CENTRAL DEFOR.

Three Express trains daily Sundays excepted to Boston at
8 a. m., 7 p. m. (parlor car attached), and 10 p. m. with palace sceping
ears.

E. W. POPPLE, Agent.

DENNSYLVANIA RAILROAD.

DENNSYLVANIA RAILROAD.

On and after March 4, 1883.

AND UNITED STATES MAIL ROUTE.

Trains leave New York via Desbrosses and Courtlands
Streets Ferries as follows

Harrisburg, Pittsburg, the West and South, with Pollman
Palace Cars attached, 8 a. m., 6 and 8 p. m. daily, New York
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Williamsport, Lock Haven, 8 a. m., 5 m., Corry and Eric 44
8 p. m., convening at Corry for Titusville, Petroleum Ceatre, and the Oil Restons.

Ealtimore, Washington and the South, "Limited Washington
Express" of Pullman Palace Cars daily, except Sanday, 19
a. m., arrive Washington 4 p. m. Regular, via 8, and 9, R.
B. at 5 to 3 and 8, 3 c. m., 3 d. via 3 d. p. m., and 12 night, via
B. and O. R. R., 7 p. m. and 12 night.

Sunday, via B. and P. R. R., 5 a. m., 3 p. m., and 12 night, via
B. and O. R. R., 7 p. m. and 12 night.

For Allamic City, except Sunday, 5-15 a. m. and 1 p. m. Od
Sunday, 5 a. m. Through car on 1 p. m. train.

For Cape May, except Sunday, 5-15, 11-10 a. m. On Saturbay,
only 1 p. m.

Long Branch, Bay Head Junction, and intercusdiate startors,
via Bandy 9 a. m. (Does not stop at Asbury Park.)

Boats of "Brooklyn Annex" connect with all through tenss
at Jersey City, affording a speedy and direct trainsies for
Brooklyn travel.

Trains arrive—From Pittsburg, 6:20 and 11:20 a. m., 7:30 and
10:20 p. m. daily. From Washington and Baltimors, 6:30,
6:30, 6:50, 9:30, 9:43, 10:20, 10:35 and 10:50 p. m. Sunday,
5, 50, 9:35, 10:20, 10:35 and 10:50 p. m. Sanday,
3, 50, 53, 10:20, 10:35 and 10:50 p. m. Sanday
3, 50, 6:30, 6:50, 1:30, 8:50, 6:50, 1:40 a. m., 6:20, 7:30, 9:35, 11:20,
10:35 and 10:50 p. m. Sanday,
3, 50, 5:35, 10:20, 10:35 and 10:50 p. m. Sanday
3, 50, 6:30, 6:50, 1:40 a. m., 6:20, 7:30, 9:35, 11:20,
10:35 and 10:50 p. m.

TO PHILADELPHIA.

THE OLD-ESTABLISHED ROUTE AND SHORT LINE DAY, 3 STATIONS IN PHILADELPHIA, 2 IN NEW-YORK.

Express Trains leave New York, via Desbrosses and Court handt-st. Ferries, as follows: (10, 720, 8, 830, 0) and 10 Limited), 11 a. m., 1, 3:23, 3:40, 4, 5, 6, 7, 8 and 9 p. m., and 12 night, Sundays, 5, 5; (9 Limited), and 10 a. m., 4, 6, 7, 8 and 9 p. m., and E night. Camdes.

Lettraing, trains leave Broad Street Stations Philadelphia, 12:01, 3:05, 3:20, 3:45, 6:00, 7:30, 8:20, 8:30 and il a m (Limited Express 1:30 p. m.), l. 3, 4, 5, (5:25 Limited), 6:30, 7:45, 8:30 a. m., 4, (5:25 Limited), 6:30, 7:45, 8:30 c. m., 4silf except Sunday.

Ticket Offices, 4:35, 8:49 and 9:44 Broadway, l. Astor Rouse and foot of Desbrosses and Courtlants sts.: 4 Court-st, and Brooklyn Annex Station, footor Fulton-st., Brooklyn Nos. 114, 116 and 118 diadeou-st., Hoboken; station, Jouwe City, Emigrant Ticket Office, No. 8 Battery Place and Castle Gardell.

New York Transfer Coverage Will seal of an obself

The New-York Transfer Company will call or and clock Daggage from hotels and residences.
CHARLES E. PUGI.
General Manager.
General Pass'r Agent

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CONNECTING WITH ALL POINTS EAST.

Reduced fare, \$3 to Boston for first-class lickets, good only as specified on their face.

Elegant steamers leave duity (Sundays excepted), at 5 p. m. from Pier 33 North River, foot of Jay-sk, New-York, arriving in Boston at 6 a.m. Tickets for saile at an principal ticket offices.

PROVIDENCE LINE, for freight only. Steamers leave from Pier 20 North River, foot of Warron-sk, 4:40 p. m. daily (Sundays excepted), for floaton via Provinces direkt